The Hongkong Telegraph.

No. 3447 TUESDAY, MAY 16, 1893. SIX DOLLARS PER QUARTER

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

HONGKONG BRANCH.

INTEREST ALLOWED

5 per cent. on Fixed Deposits for 12 Months.
4 " " " " 6 "
3 " " " " 3 "
2 " " Current Account daily balances.

T. H. WHITEHEAD, Manager.

Hongkong, 15th May, 1893. [571

THE MERCANTILE BANK OF INDIA, LIMITED,

LATE

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,185,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN, Manager, Hongkong.

Hongkong, 4th February, 1893. [192

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

Hongkong, 27th April, 1893. [8

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL£2,000,000
CAPITAL CALLED-UP.....£ 251,093.15.0

BOARD OF DIRECTORS:
Wm. Keswick, Esq.—Chairman.
Adolf von André, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE:
The Hon. J. J. Keswick. | The Hon. C. P. Chater.
H. Hoppius, Esq.

Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and Shanghai.
Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST, ALLOWED on CURRENT ACCOUNTS and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD, Manager.

Hongkong, 10th April, 1893. [199

Intimations.

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP and SPOONS will be Shot for on SATURDAY, the 20th instant. Ranges, 200 and 300 yards. Time, 3 P.M.

ED. ROBINSON, Hon. Secretary.

Hongkong, 15th May, 1893. [52

KOWLOON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 2.

EXHIBITION OF WAGLAN LIGHT.

NOTICE is hereby given that the LIGHT on WAGLAN ISLAND was Exhibited for the first time at Sunset on the 9th of May, 1893.

The Illuminating Apparatus is Revolving Dioptric of the First Order, shewing double *white* flashes at intervals of half a minute.

The Lighthouse stands on the summit of the Island, and the Light, which is elevated 225 feet above the level of the sea, should be visible in clear weather at a distance of 22 Nautical Miles in all directions where it is not obscured by land.

N.B.—For the present the Light will only shew thirty per cent. of its full power on the landward side, viz.: between the bearings, taken from seawards, North by East round by East to South-East by South.

The tower is round, of iron, 25 feet high, with a total height from its base to the lantern vane of 52 feet.

The lower half of the tower is painted *white*, the upper half *red*, and the lantern *white*.

The dwellings are *white*.

Approximate position:—
Latitude 22° 11' 18" N.
Longitude 114° 18' 3" E.

FOG GUN SIGNAL.

The Keepers at this Station on hearing a bell, foghorn, steam-whistle, or any other sound during foggy or thick weather, indicating the proximity of a vessel, will fire two guns with an interval of *fifteen seconds* between them, and, if the vessel's fog signal—showing that she is under way—continues to be heard, will repeat the firing after an interval of *twelve minutes*.

J. McLEAVY BROWN, Commissioner of Customs for Kowloon & District.

Custom House, Kowloon, 10th May, 1893. [553

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1825.

INVESTED FUNDS£7,000,000 Stg.
ANNUAL INCOME.....£ 900,000 Stg

BOARD OF DIRECTORS, SHANGHAI:
AUGUSTUS WHITE, Esq.
F. H. BELL, Esq.
JAMES L. SCOTT, Esq.
NEIL MacLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:
Amoy—Messrs. Brown & Co.
Canton—Messrs. Rowe & Co.
Chefoo—Messrs. Cornabe & Co.
Foochow—Messrs. Phipps, Phipps & Co.
Hankow—Messrs. W. Forbes Sharp & Co.
Kobe—Messrs. Browne & Co.
Nagasaki—China & Japan Trading Co., Ld.
Newchwang—Messrs. Bandinel & Co.
Ningpo—Gustav Kultzau, Esq.
Peking—Dr. Dudgeon, Medical Officer.
Swatow—Messrs. Bradley & Co.
Tientsin—Messrs. Wilson & Co.
Yokohama—Messrs. Fraser, Farley & Co.

The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

DODWELL, CARLILL & Co., Agents, Hongkong,
679—5] Standard Life Office.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co., Agents.

Hongkong, 1st November, 1892. [415

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO } $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$2,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.

Hongkong, 21st February, 1893. [173

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERED on which the Calls on the NEW SHARES standing in the same Name remain Unpaid.

By Order,
R. LYALL, Secretary.

Hongkong, 10th April, 1893. [444

LEGGE'S GUIDE TO HONGKONG, UP TO DATE.

PUBLISHED by WALTER W. BREWER, Queen's Road, Hongkong.

Sold in Hongkong by
WALTER W. BREWER.
LANE, CRAWFORD & Co.
KELLY & WALSH, LD.

Agents:
KOBE & YOKOHAMA Kelly & Walsh, Ld.
SINGAPORE John Little & Co.
SHANGHAI Walter W. Brewer.

Hongkong, 15th May, 1893. [573

CHINESE CHARACTERISTICS. (BY ARTHUR SMITH.)

ANY PERSON having a COPY of the above to dispose of will confer a favor by communicating with the Editor of this Paper.

Hongkong, 15th May, 1893. [574

WANTED.

A RELIABLE PORTUGUESE as ASSISTANT HOUSEKEEPER and to Supervise Chinese Servants in Marketing, &c.

For full particulars,
Apply to
MADAM L.,
c/o *Hongkong Telegraph* Office.

Hongkong, 10th May, 1893. [549

STEAM WATER-BOATS.

SHIPS Supplied with FRESH WATER for BOILERS and DOMESTIC PURPOSES with despatch.

J. W. KEW & Co., 2nd Floor, 18, Praya Central.

Hongkong, 20th April, 1893. [483

NOTICE.

NOTICE is hereby given that the TRADE MARKS of the MAN LOONG (萬隆) FIRM, Manufacturers of PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony, pursuant to Ordinance No. 16 of 1873.

Head Office:—HOSAM, CANTON. Hongkong Office:—No. 376, QUEEN'S ROAD CENTRAL.

LEUNG YU SANG, } Managers.
WONG HOI CHOW, }

Hongkong, 11th May, 1893. [559

Intimations.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1893.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY, *PROPRIETOR.*

866

KELLY & WALSH, LD.

THREE IMPORTANT NEW BOOKS ON HONGKONG.

KELLY & WALSH'S HAND-BOOK TO HONGKONG.

A POPULAR GUIDE to the various places of interest in the Colony for the use of Tourists. Crown 8 octavo, 142 pp., $1.00.

EXTRACT FROM PREFACE:—

"The design of this little work is to give a succinct description of Hongkong, its history, interesting objects, and excursions, with notes of the Climate, Sanitation, Flora and Fauna of the Colony, sufficient to afford the visitor some additional information and pleasure from his visit, and it is hoped that the older residents of the Colony may also derive some pleasant reminiscences from the Chapters on the excursions to the different places on the Island and Mainland adjacent."

OUR ISLAND:—A Naturalist's description of Hongkong, by Sydney B. J. Skertchley, F.G.S., M.A.I. (late of H. M. Geological Survey) with an appendix on "Rhopalocera Hongkongensis" (a preliminary list of the Butterflies of Hongkong) with notes, by Sydney B. J. Skertchley, F.G.S., M.A.I., and J. J. Walker, R.N., F.L.S., F.E.S. Crown 8 octavo, cloth, $1.00.

KELLY & WALSH'S ALBUM OF HONGKONG:—Containing 19 Views of the Colony reproduced from Photographs, by Griffith. $1.00.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 15th May, 1893. [7

W. ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANO TUNING.

SATISFACTORY WORK GUARANTEED.

SINGLE TUNING$ 5.00.
6 TUNINGS A YEAR.....$25.00 PER ANNUM.
12 do. do.$48.00 do.

INCLUDING MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD ORDER AND CONDITION.

PIANOS BOUGHT, SOLD OR TAKEN IN EXCHANGE, PACKED, REMOVED AND STORED.

Hongkong, 14th February, 1893. [581

W. POWELL & CO.

JUST RECEIVED

A SPLENDID ASSORTMENT OF

SUMMER FLANNELS,

COLOURED AND WHITE, SUITABLE FOR SUMMER SUITS, SHIRTS, PYJAMAS, &c.

ANY LENGTH CUT.

PATTERNS FREE BY POST.

W. POWELL & CO.

Hongkong, 13th May, 1893. [6

LANE, CRAWFORD & CO.

SUMMER CURTAINS.

NEWEST DESIGNS in ART MUSLINS,
PONGEE SURAHS for ART DECORATION,
GOSSAMER and PLAIN ART MUSLINS,
in every shade.
ART CANVAS and FIGURED MUSLIN PIECE GOODS,
NOVELTIES in FRILLED CURTAINS,
NOTTINGHAM LACE CURTAINS, 3½ to 5 yards long,
from $2.25 per pair.
SUMMER CRETONNES, DIMITIES and CHINTZES,
EVERY DESCRIPTION OF HOUSEHOLD LINENS AND DRAPERY,
&c. &c. &c.

LANE, CRAWFORD & Co.

Hongkong, 13th May, 1893. [1072

W. BREWER.

QUEEN'S ROAD.

SLAZENGER'S DEMON TENNIS BATS.
CHAMPION TENNIS BATS.
ALLIANCE TENNIS BATS.
WIMBLEDON TENNIS BATS.
FAVORITE, FALCON, &c.
SPECIAL BLACK GUT BATS. AYRES' REGULATION TENNIS BALLS.
SLAZENGER & SONS' 1893 BALLS. FAULTLESS UNDERSEWN and other BALLS.
FOOTBALLS. BOYS' CRICKET SETS. PARLOUR SKITTLES, and other Games.
TENNIS BELTS for Ladies and Gentlemen.
TENNIS SHOES (Renshaw's) both Ladies and Gentlemen.
GUIDE TO HONGKONG, CANTON and MACAO.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 7th April, 1893. [40

CARMICHAEL & Co., Ld.

RAIN COATS & UMBRELLAS.

BUCKSKIN LEGGINGS.

PORPOISE-HIDE WATERPROOF BOOTS, RACE GLASSES WITH SLING CASES.

CARMICHAEL & Co., LTD., 18, Praya Central, Hongkong.

Hongkong, 20th February, 1893. [40

Intimations.

WAR DEPARTMENT.—CONTRACT.

NOTICE TO BUILDERS.

TENDERS are required for ERECTING NEW BARRACKS, and WORKS in connection therewith, at STONECUTTERS' ISLAND, in the Hongkong District.

Persons desiring to Tender for the execution of these Works must leave their names with the SURVEYOR at the ROYAL ENGINEERS' OFFICE, Queen's Road East, on or before the 19th Inst., and pay the sum of Five Dollars for the Bills of Quantities and Specification which, with Form of Tender will be Issued to each candidate.

The Secretary of State for War does not bind himself to accept the lowest or any tender.

W. H. MULLOY, Colonel, Commanding Royal Engineers.

Royal Engineers' Office, Hongkong, 15th May, 1893. [570

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 3 OF 1893.

IN THE MATTER OF FERDINAND ALBERT CARL HAHN.

EX PARTE THE DEBTOR.

NOTICE is hereby given that a Receiving Order dated the 9th day of May, 1893, has been made in respect of the Estate of FERDINAND ALBERT CARL HAHN, residing at Nos. 13 and 15, D'Aguilar Street, Victoria, Hongkong, and carrying on business as Dealer in Musical Instruments, Piano Tuner and Repairer, &c., upon his own Petition dated the 18th day of April, 1893.

And Notice is hereby further given that FRIDAY, the 19th day of May, 1893, at 12 o'clock Noon precisely, has been fixed for the First General Meeting of Creditors to be held at the Land Office, Queen's Road Central, Victoria aforesaid.

No Creditor can vote unless he previously proves his Debt.

Forms of Proof and Proxy can be obtained at the Office of the "Official Receiver," during Office hours.

At the First General Meeting the Creditors will be asked to consider whether the Debtor shall be adjudged Bankrupt or whether they, the Creditors, will entertain a proposal for a Composition or Scheme of Arrangement.

BRUCE SHEPHERD, Official Receiver.

Land Office, Supreme Court, Hongkong, 9th day of May, 1893. [572

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of "THE CHINA FIRE INSURANCE COMPANY, LIMITED," will be held at the OFFICES of the COMPANY, No. 2, Queen's Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 26th day of May, 1893, at 3 o'clock in the Afternoon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the First day of May, 1893, will be submitted for confirmation as a Special Resolution:—

That the first Subsection of Article 103 of the Articles of Association of The China Fire Insurance Company, Limited, with its marginal note, be expunged, and that in lieu thereof the following Subsection and marginal note be inserted, viz:—

Investment of Funds. 1st.—It may invest the Funds of the Company in or upon English, Indian, and Hongkong Government Stocks, Bonds, and Funds, and in or upon the Stocks, Bonds, Funds, and Securities of any Foreign Government, Country, or State, and upon Mortgage of freehold or leasehold property in Hongkong or elsewhere, and in or upon deposits with or loans at interest to any Banking Institutions wherever established, and in or upon such other Securities as it may in its discretion think fit, and may from time to time convert or realise any monies so invested and re-invest the same in or upon any of the Securities aforesaid as occasion requires.

By Order of the Board.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 2nd May, 1893. [526

A. S. WATSON & COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the COMPANY will be held at the HONGKONG DISPENSARY on SATURDAY, the 20th instant at Twelve o'clock NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1893.

The REGISTER of SHARES will be CLOSED from Wednesday the 17th instant, till Tuesday, the 23rd instant, both days inclusive, during which period no TRANSFER OF SHARES can be registered.

By Order,
A. H. MANCELL, Secretary.

Hongkong, 13th May, 1893. [566

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of 25 SHARES in this Company, Numbered 6,881, 11,745 to 11,752, 12,481, 12,496, 7,742 to 7,746, and 12,438 to 12,447, standing in the Register in the name of Mr. KENNETH McKENZIE ROSS, having been LOST, notice is hereby given that a Duplicate Certificate for the said 25 Shares will be issued Fourteen Days hence, and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as NULL and VOID.

D. GILLIES, Secretary.

Hongkong, 11th May, 1893. [557

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

Stokes, Commander, will be despatched for the above Port on or about THURSDAY, the 18th May, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 29th April, 1893. [509

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Jackson, will be despatched as above on or about THURSDAY, the 18th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 10th May, 1893. [555

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, LONDON AND HAMBURG.

THE Steamship

"BRECONSHIRE,"

Captain Parsons, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 15th May, 1893. [481

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's Steamship

"MIIKE MARU"

will leave Yokohama for the above Port on or about the 6th proximo.

Cargo for transhipment will be sent forward not later than the 27th instant.

For Freight and further particulars, apply to
GEO. R. STEVENS, Agent.

Hongkong, 1st May, 1893. [519

SAILING VESSELS.

FOR SAN FRANCISCO.

THE A.O.A.I. British Ship

"CELTIC CHIEF,"

Owen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 20th February, 1893. [241

FOR NEW YORK.

THE 3/3 L.I.I. German Ship

"IRON DUKE,"

Hashagen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 21st April 1893. [487

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 15th May, 1893. [2

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"THISBE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on Cargo:—
From Venice, ex S.S. "CARLOTTA" and "MAXIMILIAN," transhipped at Bombay.
From Calcutta, ex S.S. "NIOBE," transhipped at Colombo.
From Trieste, ex S.S. "IMPERATRIX," transhipped at Bombay.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co., Agents,

Hongkong, 15th May, 1893. [569

NOTICE.

DIVING.

AN experienced man seeks an engagement as a DIVER, either as an "OPERATIVE" or in charge of a DIVING PARTY. Fully acquainted with all latest improvements in Sub-marine Craft, Telephone, Lamp-work, etc.

Siebe and Gorman's apparatus (Double or Single Pumps) can be provided.

Breakwater and Pier Work a Speciality.

The Salving of Cargo and Removal of Wrecks undertaken in any locality.

References regarding work executed in the North Atlantic, Mediterranean and China Seas can be seen.

DETONATOR, c/o Office of the *Hongkong Telegraph*.

Hongkong, 29th April, 1893. [518

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LD.,

VICTORIA DISPENSARY. [38

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers:

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
51 The Hongkong Dispensary, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

BIRTH.

At No. 3, North Szechuen Road, Shanghai, on the 9th inst., the wife of Capt. JAMES PRICE, of a daughter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 16, 1893.

TELEGRAMS.

FAILURES ON THE STOCK EXCHANGE.

LONDON, May 15th.

Ten failures have occurred on the London Stock Exchange, owing to the tightness of the *Money Market*.

RECONSTRUCTION OF AUSTRALIAN BANKS DOUBTFUL.

The London financial papers predict that the suggested wholesale reconstruction of Australian Banks is doomed to prove a failure.

FRANCE AND SIAM.

Siamese troops invested the French garrison at Khong, seized a convoy, and captured a French officer. In view of the present state of affairs in Siam, the French Government has sent two hundred and twenty picked marines to embark at Toulon forthwith.

THE FINANCIAL PANIC IN AUSTRALIA.

FAILURE OF THREE MORE BANKS.

The Commercial Bank of Sydney has closed its doors.

[The Commercial Bank of Sydney, regarded as being the most substantial bank in the Australasian Colonies, was established in 1834 and had a paid up capital of £600,000 a reserve fund of £670,000 and a reserve for the equalisation of dividends of £150,000. The head office was in Sydney but branches were established throughout the Colonies.]

The National Bank of Queensland has suspended payment.

[This bank was incorporated in 1864, having a capital of £800,000 and a reserve of £485,000. The Queensland Government transacted its financial business through its agency.]

The Bank of North Queensland has also suspended payment.

[The paid up capital was £250,000 The bank was started a few years ago in Townsville and probably had to close when the National Bank of Queensland stopped payment.]

TYPHOON WARNING.

We are indebted to the courtesy of Señor Don Ortiz, the Spanish Consul at this port, for the following telegram:—

MANILA, May 16th.

The typhoon previously announced is crossing Luzon, from south-east to north-west.

LOCAL AND GENERAL.

*** OWING to extreme pressure on our news columns, telegrams received by the American mail and a large number of interesting items have unavoidably been 'crowded out' of this issue.

H.M.S. *Redpole* left Shanghai for Chinkiang on the 10th inst.

H.M.S. *Severn* was under orders to leave Shanghai for Japan last Sunday.

H.M.S. *Firebrand* arrived at Shanghai from Wenchow on the 8th, and will shortly proceed to Ichang.

IT is announced that the China Merchants S. N. Co. has taken over the agency of the "Fei" line of steamers.

A TELEGRAM was received in Shanghai from America on the 12th inst. announcing the death of Mr. J. H. Ernest Waters, formerly manager of the Sheridan Mine.

THE P. & O. S. N. Co.'s steamship *Rohilla*, with the next English mail, left Singapore for this port at 4 p.m. yesterday, and is expected here about 4 p.m. on the 21st inst.

DR TUBBEL, consul-general for Germany, will succeed Mr. J. A. Leonard, the United States representative, who has recently resigned, as *doyen* of the Consular Body in Shanghai.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

"WALKER OF LONDON."—Thanks for the thing you describe as "a pistoral pome." It has gone. And the first time our "chucker-out" runs you to bay, you are likely to 'go to' at the end of a big club.

A REGULAR meeting of the Victoria Preceptory will be held in Freemasons' Hall, Zetland Street, on Tuesday, the 23rd instant, at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited to attend.

THE British cruiser *Porpoise* arrived at Shanghai from Hankow on the morning of the 9th inst., having made the run at an average of over 18 knots per hour. The *Porpoise* will shortly proceed to Japan.

MR. E. F. Bennett, of the British Consular Service at Shanghai, an 'old sport' who is well and popularly known at Amoy and other open ports, was married at Kobe on Monday the 8th inst. to Mrs. Von Fries, of Shanghai.

JAPAN native papers state that the Japanese Government has made a formal claim of $700,000 against the P. & O. S. N. Co. for the loss of the torpedo cruiser *Chishima Kan* in the Inland Sea, after collision with the steamship *Ravenna*.

THE result of the ballot for officers in the Field Battery, Hongkong Volunteer Corps, is:—for captain, J. McCallum; for lieutenants, H. E. Denson, A. Chapman, and W. Machell, and those names will be duly submitted to H. E. the Governor for his consideration.

A YOUNG clerk named G. Serres, in the employ of Oppenheimer Freres, was found in his room at Yokohama on the 4th inst. suffering from the effects of a bullet wound; whether the result of an accident or an attempt at suicide is not known. Little hope is held out of his recovery. Mr. Serres is described as a Frenchman.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—

Lancers	"King of the Revels"	Williams.
Fantasia	"Life on the Ocean"	Binding.
Valse	"Sturk Plage"	Waldteufel.
Selection	"La Cigale"	Audran.
Gavotte	"Immer Wieder"	Vandervell.

THE *Shanghai Mercury* understands that the "fighting committee" of the local shareholders in the Imuris "El Dorado" despatched a telegram to Mr. F. Major, London, the attorney for 65,000 of the shares, remitting $800 towards obtaining a high legal opinion at home as to chances and prospects of legal proceedings against the Directors in London.

WE are greatly obliged to "Admirer" for his kindly appreciation of the original witticisms which so frequently adorn the columns of the *Hongkong Telegraph*, and can assure him unless some unlooked-for earthquake, revolution, cataclysm, or something equally of a busting-up character, wafts the Office Goat to fairer regions before his time, that "Berlin Blet" and "Old Soke," like Tennyson's 'brook,' will go on for ever.

FROM Shanghai papers we note that our deservedly popular local sportsman, Mr. H. N. Mody, known in racing circles as Mr. Buxey, had advertised his intention of selling off by public auction the whole of his racing stud, with the exception of his grand old champion Home Guard, and the Shanghai St. Leger winner, Royalist. At the eleventh hour, however, Mr. Buxey changed his mind and wired to Shanghai on the 9th inst. withdrawing the ponies from sale.

THE principal reason that actuated the recent proclamation by Hsü, Taotai of Amoy, against the sale and use of American kerosene oil at that port and everywhere under his jurisdiction was, the *N. C. Daily News* is informed on good authority, that it might be the first step towards further retaliatory measures against everything American, in the event of the Geary Act being enforced in the United States. Amoy, therefore, having taken the initiative, Canton and Swatow may naturally follow suit soon.

IT is stated that the amount paid through the Taotai of Shanghai to the Messageries Maritimes, for the damage caused to the Company's steamer *Sydney* by the collision with the Chinese cruiser *Kaichi*, includes taels 7,500 for damaged cargo.

THE Public Works Department experts have commenced to dig up Queen's Road, at the bottom of Zetland Street. Of course any necessary repairs to the street in that busy quarter of the city could not have been commenced whilst the cool weather lasted! 'Twas ever thus.

THE Singapore *Free Press* reports that intelligence of the death of Sir James Dormer, Commander in Chief of the Madras Presidency, has been received. The telegrams which we published last night gave particulars of his affray with a tiger on the 26th ult. and of a subsequent operation that had been performed on him. Death apparently resulted from shock to the system.

OUR Shanghai morning contemporary says that as so many steamers now stop at Woosung, the want of telephonic communication between the anchorage and Shanghai is much felt, and suggests that the shipping companies would only be too ready to pay an extra yearly charge, if the Telephone Company could see its way to obtaining the use of the spare wire belonging to the Telegraph Companies.

THE Sheridan Consolidated Mining Company, Ltd., has, the *Shanghai Mercury* hears, received an offer by telegraph from the Smuggler Company to take over the whole of the mines on lease for three years upon 12½ per cent. royalty, the lessees to protect the Telluride obligation and to bond for 18 months for $400,000. The proposal is approved by Mr. James Simpson, who is at the mine, and by the Company's manager, Mr. Akers.

A TELEGRAM from Hankow announces that the first teas of the season from the Hukuang provinces arrived at that port on Sunday, the 7th inst. Only a small quantity came, however, owing, it has been reported, to the small number of *chasses* who have so far made their appearance at Hankow. The market opened yesterday, but much to the disappointment of buyers, the teas produced by the tea hongs turned out to be of an inferior quality. Sellers are evidently holding back. The market for Kiukiang teas was opened by Russian buyers on Friday last.

OUR Shanghai contemporary the *Mercury* gives the following Tea statistics at date, compared with the corresponding *number of days* from the opening of last season, viz., 3 *days*, 9th May, 1893:—

Hankow Tea.	1893.	1892.
Settlements	18,676 ½-Chests.	17,616 ½-Chests.
Stock	130,771 "	31,114 "
Arrivals	132,447 "	48,740 "
Kiukiang Tea.	**1893.**	**1892.**
Settlements	2,302 ½-Chests.	4,032 ½-Chests.
Stock	24,836 "	8,107 "
Arrivals	55,936 "	14,159 "

THE Japanese steamer *Yokohama Maru* ran into the wreck of the steamship *Feima* at Woosung on the morning of 10th inst. A witness of the occurrence writes to the *N. C. Daily News*:—"As the *Yokohama Maru* was coming in through the Feima Channel at 7 a.m. she took a sheer and went straight for the only part of the sunken steamer left out of the water, namely the mast, which went flying. She went over the divers, sampan and all, though she had let go her anchor and her engines were going full speed astern. The strangest part of it is that none of the divers were drowned or hurt, and after having their boats swamped, Japanese and Chinese were seen swimming about." The *Yokohama Maru* sustained no injury whatever.

REPORTS have been current in the colony for some time past that the Government has been actively negotiating to establish a system of Chinese emigration between Hongkong and Brazil. Details of the scheme are not yet readily available, but the latest *on dit* is that it is proposed to send the Registrar General, Mr. J. H. Stewart Lockhart, to Rio de Janeiro on a voyage of discovery. The question of emigration from Hongkong is a most important one to shipping interests and must not be lightly dealt with in view of past experiences; we propose fully dealing with the matter as soon as possible, but meanwhile regret that we cannot see any sense or reason or anything useful in sending the Registrar General on a fool's errand to Brazil. This part of the programme is a transparent and ridiculous job.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge, with thanks, the following donations to the funds of the Hospital:—

On Tai Insurance Co. Ld.	$100.00
P. and O. Steam Navigation Co.	50.00
E. Bowdler	25.00
Linstead and Davis	25.00
Palmer and Turner	25.00
G. C. Cox	20.00
N. J. Edo	20.00
Gaupp and Co.	20.00
China Export, Import and Bank Co. Ld.	15.00
E. N. Mehta and Co.	15.00
Dr. O. H. Simons	15.00
H. M. M. Ally and Co.	10.00
M. Ally	10.00
G. C. Anderson	10.00
Asgar and Esmail	10.00
J. S. van Bowen	10.00
G. de Champeaux	10.00
H. N. Cooper	10.00
Jas B. Coughtrie	10.00
Ho A Mei	10.00
F. S. Saunders	10.00
J. M. M.	1.00

COAL.

CAPT. ANDERSON AT THE ENGINEERS' INSTITUTE.

Last night Captain G. C. Anderson read a very interesting paper on "Coal" at the Institution of Engineers and Shipbuilders of Hongkong. Mr. Andrew Johnston presided, and there was a large attendance of members.

After explaining the principle on which coal can be analysed (which he has made a special study for over a decade) the lecturer discussed the various coals on the Eastern markets. The following extracts from the paper will be found highly important to a numerous section of the general public:—

APPEARANCE OF THE DIFFERENT KINDS OF COAL.

Most of you are doubtless well acquainted with the appearance of the usual description of British steam coals, but with these we are not much concerned out here.

The coals that do concern us may be classed in six groups.

1.—Japanese coals.
2.—Chinese coals, including Formosan.
3.—Tonkin coals.
4.—Australian coals.
5.—Labuan and Borneo coals.
6.—Indian coals.

I will begin with Japanese coal.

Takashima.—This is a bituminous coal of a dark lustrous appearance and uneven fracture. It is of a friable brittle nature, easily crumbling to coarse powder but remarkably free from fine dust. It contains a small proportion of iron pyrites, makes a good gas coal, produces a tender porous coke, and burns to a light red ash.

As a steam coal it has given excellent results. The dust coal requires special fire bars, but there is no waste, as the coal cokes at once and its management is well understood by Chinese firemen.

Dr. Percy gives the analysis of the coal as follows.

Carbon	79.26
Hydrogen	5.86
Oxygen and Nitrogen	8.76
Sulphur	0.11
Ash	4.51
Water	1.50
	100.00

It is too smoky a coal for use in the navy, but for commercial purposes, its one drawback is its comparatively high price.

In the year 1876, I was privileged to make a minute inspection of the Takasima Mines under the able guidance of the late Mr. Martin.

Miike coal.—This is a bituminous coal of a dark brown or reddish colour, not so friable as Takasima and has a duller lustre. Its fracture is uneven. It contains more sulphur than Takasima and is rather harder on bunkers; when long exposed it frequently exhibits particles of sulphate or carbonate of lime in the lumps. It requires different treatment from Takasima coal. Its management is understood by Chinese firemen. It can be procured in the form of lumps, nuts and small, and has given excellent results as a steam coal, the screened nuts being very well spoken of, and stow very compactly.

Hyama coal.—Very similar in appearance and behaviour to Takasima coal. There seems only to be a limited supply available and the quality seems to vary. It is a good steam coal, and does well for household purposes, leaving but little white ash.

Karatsu coal.—This is a bituminous coal of a bright lustrous appearance, and contains rather a large proportion of iron pyrites. Of late years the quality has improved considerably and there is a fair demand for it here.

Moji coal.—There seems to be a number of mines in the neighbourhood of Simonoseki having different names, the coals from which seem to be known under the general name of Moji coals, but are also named after the various localities. The general nature of the coal from these places is the same; so far but little is known of these coals.

I can speak as to one cargo of Fuginotans coal, which has been well spoken of as a quick-burning, good steaming coal. It burns to a reddish ash, and does well for household purposes.

Poronai coal.—From a small port on the west coast of the island of Yesso (Hokkaido), where there is a railway from the mines, and a wharf for vessels to load. A charming spot in the summer time but a dreary cold one in winter, when the bitter north-westers blow.

I remember coasting along the bay to the northward in the month of January, 1879, making for the slight shelter afforded by the port. I was admiring the lofty snow-covered mountains and wild rugged scenery, which recalled memories of the Land o' the Mist, when suddenly, all the romance was destroyed by the shriek of a locomotive emerging from a tunnel in the rocks, with a train of waggons in tow. An artist on board, who was endeavouring to sketch the wild scene, shut up his portfolio, with a snap, and muttered "Civilization, by thunder!" and I sympathised with him.

The Poronai coal is harder than the southern varieties, is an excellent steam coal, burns without much smoke, and leaves but little white ash. It is also a good coal for household use.

The Japanese Government take almost the whole available supply of the lump coal for their navy.

CHINESE COALS.

Kaiping Coal.—This coal is being brought from the neighbourhood of Tientsin by the steamers of the Chinese Engineering and Mining Company to this port and Canton. It is a bituminous coal, more used in the north of China than here. It is well spoken of by those who have used it, but the Chinese take no trouble to make its qualities known outside of native circles, so that there is no demand for it by foreigners here.

I believe it is used by the Chinese authorities for their launches and gunboats, and at the arsenal at Whampoa.

Some day it may become a competitor with Japan coal for public favour.

Formosa Coal.—Good coal used to come to this port from Keelung, but native mismanagement seems to have rendered the working of it unprofitable, so that we never hear of it in the market. It is a tender friable coal and contains a large proportion of sulphur.

The better quality met with considerable favour at one time for steaming purposes.

China contains enormous quantities of good, easily worked coal, both bituminous and anthracite. According to Baron von Richthofen, the province of Hunan possesses a coal field extending over an area of 21,700 square miles, and that of Shansi of 30,000 square miles; the aggregate thickness of the coal strata in the latter province being about 500 feet, the seams of coal varying in thickness from 12 to 30 feet; and they are associated with rich beds of iron ore.

A local trade in coal is carried on in the province of Szechuen and in the neighbourhood of Peking. Here good anthracite is obtainable, as well as in many other places where coal is abundant, but the native method of simply running a drive down into the coal till the water stops them prevents any development of the industry.

The great Viceroy, Chang Chi Tung, is working coal on the Yangtsze, near Hankow, by foreign methods, and in time no doubt this will produce good results, as the thin end of the wedge has been introduced, and some day the awakening will come.

Meantime Chinese coal is hardly a factor in the market.

TONKIN COALS.

We now come to the famous Tonkin coals, in which a large amount of Hongkong capital is invested, and which possess a peculiar interest for us. They exist in enormous quantities and are the nearest available *coal fields* to this colony, being only 420 miles distant from us. When fully developed by the pluck, energy, and business capacity of the capitalists who have the matter in hand, there can be little doubt that a new era of prosperity will dawn on the colony, as we shall then have ready to our hand what would prove the very lifeblood of our trade—cheap coal!

There is good reason to believe that the measures which are being slowly and carefully taken will eventually place this splendid steam coal in a position to defy competition, and as it is, the supplies sent forward are readily taken up on arrival.

The coal is anthracite, of a very similar quality to the best descriptions of Welsh Coal. It is known under the name of "Hongay Ocean smokeless steam coal." There are several seams of the coal being worked in various localities, the principal of which are Hatou, Nagotna and Campha.

Comparative analyses of Welsh and Hongay coals have been made by Mr. H. J. Phillips, F.I.C. F.C.S., author of "Engineering Chemistry" and other well known works; by Mr. F. J. Rowan, C.E., author of "Fuel, its application &c.;" by Mr. J. Stevens, M.E., formerly of the Kaiping mines; and by Mr Edward Hull, M.A., L.L.D., F.R.S. author of "The Coal Fields of Great Britain."

The samples were submitted to these gentlemen, designated by letters only, so that none of them knew what coal they were analysing. Their results and reports were practically identical and their names are sufficient guarantee of their *bona fides*.

I have been favoured with a copy of their analyses and reports *in extenso*, which is too elaborate to quote at length, but we have here a graphic diagram by Mr. William Warren, the gentleman who was commissioned to report on the mines, which is very interesting and instructive. (Diagram explained in detail to the audience.)

I will quote a few extracts from the reports on the Tonquin Coals. Mr. Phillips says:—"These coals are pre-eminently adapted for raising steam in steam-ships, locomotive and stationery engine boilers. They produce practically no smoke, while owing to their great thermic values they give out very great heat and if properly burnt, would be found more economical to use in every way than the bituminous or semi-bituminous class of coals."

Again, speaking of the comparative value of seven samples of coal examined, three of which were of the best Welsh coal, viz Powell Duffryn, "Ocean" (Merthyr), and "Rhymney" (Merthyr), the others being Hongay coals, he says:—"I am of opinion that there would be no practical difference found in the comparative power of either of these coals when burnt under the same conditions under boilers. The ashes in all are not so high as to cause any material difference or trouble in working."

Mr. Rowan says:—"All these specimens of coal represented by the analysis are eminently suited for heating operations, which require a strong local heat as distinguished from that which is derived from a long flame. They should thus be of very great value for steam raising and other boiling operations, and especially when absence of smoke is desired."

Mr. Stevens says:—"I have gone carefully into the evaporation power of the various samples, and all are very good indeed. I have no hesitation in saying that any one of these samples is a valuable coal and that the difference in practical value between any two of them is very little."

Mr. Edward Hull says:—"The coals from which the analyses have been made will take a high place as steam coals, having their nearest analogues in the Cardiff district of South Wales. With high calorific power they combine remarkable purity in composition as regards the proportion of ash and sulphur, being in these respects on a par with the best steam coals of Glamorganshire. They are also suitable for house purposes in grates of modern construction, where the draught is good, also for ovens, close ranges and breweries. I infer they would produce an excellent coke for iron smelting."

This is very high testimony coming from such standard authorities as the gentlemen whose names I have mentioned.

Personally I have seen the coal under trial give excellent results, and have been using it in a launch in this harbour for over nine months, in the form of dust mixed with a small quantity of bituminous coal.

In the lump form, it does not require admixture if properly fired, and in this lies the secret of handling this coal, which was proved by a member of this Institute who formed a high estimate of the Hongay coal, sticking to his stokehold till he had driven into his Chinese stokers the proper method of firing; they put every obstacle in his way, from their innate conservative nature as hating change, but they gave in when they found they could keep steam with much less trouble to themselves, than with bituminous coal, and since then that steamer has had no trouble with the coal, and his firemen prefer it to any other. Numerous successful trials have been made in steamers running out of this port with the Hongay coal, and the supplies coming forward are readily taken up, so that there is every reason to hope for a successful future.

I am not a shareholder in the company, nor in any way interested in it, but holding a considerable stake in the colony, I am convinced this coal is an important factor in our future prosperity, and thus it indirectly concerns every one of us.

Our friend Mr. Wilson will give you his experience as to the proper method of handling and firing this coal, and I am sure what he has to say will be listened to with great interest.

AUSTRALIAN COAL.

In years gone by, considerable quantities of bituminous coal were imported from Australia, but latterly this has fallen off. There are several excellent qualities of steam coal which used to come here, such as Co-operative, New Lambton, Duckenfield and others, the composition and nature of which are well known to engineers in the East, so that we need not detail them more specially. So far as can be seen, there seems little chance of Australian coal being able to compete with supplies nearer at hand, and there seems to be an ample demand in the southern colonies for this coal.

COALS FROM LABUAN AND BORNEO.

The Labuan coal is bituminous, rather tender, and of a fine black colour, with a conchoidal fracture.

The quality of the various seams appears to differ, some containing iron pyrites while others are quite free from them.

Formerly, this coal was much esteemed and considerable quantities found their way to this market, but the mines were mismanaged and supplies ceased.

I believe attempts are being made to work them again, but so far the coal is not a factor in our market.

Coal exists in Borneo, but so far, the mining industry has not been developed to any great extent.

INDIAN COAL.

The coal fields of India are being extensively worked, and coal of excellent quality is now obtainable in Calcutta and is frequently used by the Indian mail steamers running between this port and Calcutta, and is well spoken of as good coal for steaming purposes, at a moderate price. Some day it will be exported to Singapore and the Straits, and will tend to bring down the excessive price of coal at Singapore, which has long been complained of by shipowners, a result to be hoped for, as you are all aware that the item of coal is the heaviest in the shipowner's bill of expenses, though it has been so wondrously reduced of late years by modern engineering skill. I have been in a steamer of 900 tons register, where we burnt 70 to 100 tons of coal per day to steam 12 or 13 knots and had 70 men in the stokehold. But the other day I was on board a steamer which could carry 3,000 tons dead weight, and burns only 9 tons of Welsh coal a day to steam 9½ knots, with 6 men in the stokehold. High freights alone enabled the shipowner to hold out in the former instance, but where would he be to-day with such a coal bill?

In conclusion I trust I may be permitted to express the hope that the Institution of Engineers and Shipbuilders of this port will come to the front in all matters concerning the good of our great Mercantile Marine, that the latent talent that we know exists among the members will be developed, and produce men as good as those who have gone before, six of whose portraits adorn our walls; and that every member will do his best to encourage a spirit of friendly emulation and social good fellowship, so that we may all stand shoulder to shoulder as good citizens, proud of our country and the good name of its furthest outpost in the Far East.

On the conclusion of the lecture, which elicited considerable applause, the Chairman asked Mr. G. Wilson to relate some of his experiences for the benefit of members.

Mr. Wilson said:—Mr. Chairman and gentlemen, I have not much to say beyond my experiences on the steamship *Taisang*, with Hongay coal. In burning this coal there are only two chemical actions requiring attention; the others will attend to themselves. Suppose, in the first place, that we admit air to the furnace bars only; this air, coming in contact with the incandescent fuel, forms at once carbonic acid; one atom of this gas having two atoms of oxygen. As it passes through the fire it readily takes up another atom of carbon, thus forming two atoms of carbonic oxide. Now, this gas is combustible, but it can only be consumed when it gets another atom of oxygen, forming again carbonic acid. In this instance (having admitted air to the furnace bars only) no air gets into the furnace or combustion chamber; it becomes impossible to burn the gas and therefore it escapes up the funnel, as carbonic oxide—thus causing great waste of fuel. Another circumstance worthy of notice is the influence this has upon the draught; it will only be possible to pass half the amount of oxygen through the furnace, which as may easily be seen means a very bad draught. So much for the first case I have mentioned. But suppose now, in the second instance, air is admitted on the top of the fire through small holes in the furnace front; the oxygen in the air will at once combine with the carbonic oxide, causing a flame, or in other words complete combustion. This explains the reason why in some boilers there is only a short bluish flame in the furnace; the carbonic oxide is there ready to be consumed, but this is impossible unless in the presence of the supporter of combustion, namely oxygen. That is my own experience in the *Taisang*, and in several steamers on the coast I have heard the engineers say they could only get the short bluish flame I have mentioned, instead of complete combustion. They put it down to the coal, but it was really for want of air to turn the carbonic oxide into carbonic acid, burning properly. The amount of air space required for combustion is about three inches per square foot of fire grate. When enough holes cannot be put in the furnace front, it is very easy to fit a perforated plate into the back end of the ashpit, allowing the air to pass into the combustion chamber. That was all the alteration I made in the *Taisang*—simply to take away the door from the back of the bridge and put a perforated plate behind. In firing all that is required is to keep the bars covered at a uniform thickness of about four inches; and on no condition must the rake be used. In fact, the only firing tools required are the shovel and at times the pricker; the latter only when the fires are dirty. It is easily known when the fires are too thick, as they appear black on top. One thing you have to be careful about, and that is the fires "holing," as they are more liable to do so with thin fires than with heavy fires.

Mr. Wylie:—Mr. Chairman and gentlemen, I did not come prepared to speak, but I may say I burnt Hongay coal nearly three years ago. At that time I do not suppose it was supplied from the same part of the mines as now, but anyhow I was not able to do anything at all with it. In fact, while I had ten tons of it lying in stock, I had to run about getting a basket of coal from one place and a basket from another to keep up the steam. (Laughter.) Then in the beginning of August last year I was asked to try it again, and I must say I had little faith in it; I expected trouble again, and I laid in a stock of Japanese coal in case of need. (Laughter.) But to my great surprise it was quite the reverse! It is a locomotive boiler that I had to work, not marine. I found we could keep steam much more easily with "Charbonnages" than with Japanese coal. Of course, we have a very good draught; we exhaust into the funnel. Sometimes we have had difficulty with even Japanese coal, but since last August we have used only Hongay coal and we have never had reason to complain at all. We can keep steam more easily, and we burn 17 per cent. less for the same results. I had at first a little trouble, as Mr. Wilson had, to get the firemen into the proper way of burning anthracite after they had got used to bituminous coal, but after we had informed them that if they could not follow instructions they would not get any wages, they soon got on all right. (Laughter.) Now they find the advantage. It is perfectly smokeless, and if people will only take the trouble to try it properly I am sure they will find it gives every satisfaction, for besides a saving in quantity of fuel, there is less wear and tear of boilers, and the labour is made easier. There is another point in the lecture I would like to mention, Capt. Anderson says Kaiping coal is "hardly a factor in the market," but there are very many steamers taking cargoes to Tientsin and loading up with Kaiping coal for the return trip.

Mr. Ramsay:—Mr. Chairman, it may be of interest to know that on the *Phra Nang* there was nothing done to the boilers at all for Tonkin coal, no alterations made whatever, but we found that when burning Japan coal, in about thirty hours the tubes were completely blocked up; then when we commenced to burn the Tonkin coal the fires were cleared out before leaving harbour, and after fifty tons had been burnt (the consumption was reduced from 18 tons Japan to 14½ Tonkin) keeping up a good pressure all the time, the tubes were just as clean as the palm of your hand. The chief engineer gave it a fair trial, and I may add there was a man sent by Mr. Wilson to teach the men how to fire it, and they found it worked very well indeed. The only objection is the difference in price, about 25 cents a ton, which of course means a great deal to ship-owners; but I think if Tonkin coal would come down to Japan prices everybody would burn it now. It is the only coal that can burn against Cardiff—15 tons of Cardiff against 14½ of Tonkin. I expect you all know something of Japan coal, and have all used it. Moji, for instance, gives a great deal of trouble. Some of it—Itsuji, for instance—is very dirty, though Saipang is much cleaner; but of all the coals, the best both for saving the boilers and for everything else is Takasima. That, I think, is the best coal in this market; but if Tonkin comes to the front as it promises, I think it will be quite as good.

Mr. Kirkwood:—Gentlemen, I have used "Charbonnages" coal more or less throughout the past year, and I have had a great deal of experience with it. First of all we had some that looked like lignite more than anything else, but I used it with Cardiff dust with quite as good results as pure Cardiff. We put 70 per cent. of the lignite with 30 per cent. of Cardiff. Since then we have had a better class of Tonkin coal, quite good by itself, or half and half. In the Chinese Customs service we require our coal to be as nearly as possible absolutely smokeless. Now Cardiff alone is not smokeless, but mixed it is; and we find we burn a little less—about 9 tons instead of 12. With banked fires, which of course we have often, we burn 30 per cent. less with "Charbonnages" than with Cardiff alone. In the galleys, the cooks prefer Tonkin coal; in the pinnaces we use Cardiff alone, as it gives the best results for that special purpose. No alteration was made in the fire bars. The firemen

have been used to Cardiff alone, but the change was made without any trouble, and the labour is somewhat smaller. So, to sum up, we have a much cheaper coal, no smoke, and steaming results as good as with pure Cardiff.

The Chairman said he thought the secret of the non-success which had hitherto attended the Tonkin mines was that the coal had not been put on the market at its best. The shale and schist had been sent up with it, instead of being picked over as at all other mines. This was what he thought when he visited Hongay nearly a year ago. They sent up stone and clay, and then wondered why engineers could not burn it. (Laughter.) It was put down to prejudice. He had experienced this on a local steamer himself; Mr. Morris was showing people how to burn Tonkin coal, and 25 tons were sent on board for trial, but of that at least 30 per cent. was shale or schistor black mud, and it was simply impossible to get full steam—only half. Probably many cases could be similarly explained. But there was certainly any quantity of really good coal to be got, and with care "Charbonnages" could be made to compete on very favourable terms with the best Japanese, even in price. No doubt if the present plucky shareholders could only stick to their property, in the end they would be sure of the success which all Hongkong hoped would soon come. (Applause.)

Mr. Murphy stated that two years ago, 200 tons of Tonkin coal were put on board the *Empress of Japan*; it looked very nice, indeed the biggest 200 tons ever put on board. But when the steamer got under way, the speed fell from 17 knots gradually down to 11, and kept falling, in spite of the written firing instructions, in English and Chinese, being rigidly followed. There must have been a good deal of shale about it, but it was impossible to tell which was shale and which was live coal, since it all remained black on the fire. Then some Takasima was tried, it was quite refreshing to see how the flames sprang up! (Laughter.) Next day Hongay coal was tried again, with the same bad result. It was good economical coal, for it never burned away at all! (Laughter.) After leaving Shanghai it was again tried, with rather better effect, but after studying it he came to the conclusion that it was not suitable for multitubular boilers; it required a boiler with a large amount of heating surface. Mr. Wilson thought it must have been very bad draught, but the draught was all right for Japanese. Whatever carbonic acid had to do with it, as a matter of fact the Takasima would burn and the Hongay would not. It was first-class coal for the firemen; they really had nothing to do, because it would not burn away. (Laughter.) The instructions were that coal was only to be put on when the fire was red—and there never was any red. (Laughter.) It was getting blacker and blacker all the time, and so was the boss as the speed went down! (Loud laughter.) Poronai coal proved very good, but burned away very fast. During the last two years many kinds had been tried on the *Empress*, and whenever a man said his coal was as good as Cardiff, it was safe to put it down at 10 or 30 per cent. less—(laughter)—but if the man was honest enough to say his coal was not quite as good as Cardiff, then it must be very bad indeed. Akaiki coal was very dirty; Takasima was, as Mr. Ramsay said, a very fine coal, with very little waste. Capt. Anderson's paper was exceedingly interesting; he (the speaker) would certainly like to get one of the instruments described, and do a little testing. He had thought he knew a little about coal, but the seaman was ahead of him. It would be interesting to members if Mr. Robertson would tell them something about the Takasima mines. (Hear, hear.)

Mr. D. Robertson:—Mr. Chairman and gentlemen, it affords me a considerable amount of pleasure to visit this Colony again, for the first time since seventeen years, and particularly to join in a discussion on the subject of Captain Anderson's interesting paper to-night—Coal. It interests us all as engineers; we are called upon to burn it daily; and it particularly interests shipowners, who have to pay the bills. I remember when, many years ago, Takasima coal was first brought on board—we simply said "Take it away, and bring us Kaitzu coal!" That was the cry all over in those days. In 1881, when the Mitsu Bishi Company bought it, the Takasima mine was full of water, and I was one of the engineers sent up to clear it. Then the trouble was, "How are we going to sell this Takasima coal?" The Shire and Glen liners and all the tramp steamers used to go up to Yokohama, and the engineers always used to say "What useless, dirty stuff Takasima coal is! we simply can't burn it!" I said to them "I have had some experience with it; take my advice, reduce your fire-bar spaces from half-inch or five-eighths to three eighths, and immediately it comes in with your 'slicer' and break it up. You will have no trouble with it then." They still replied "It is no use, we have tried all ways." On the *Mitapedia* the chief engineer was an old friend of mine; he said "I will try it, though I do not think it is any use." So he took it in his port bunker, and some time afterwards I saw him again. That was after I had left Takasima; I said "Well, how did you get on with that coal?" He said "Well, man, I don't want anything else as long as I can get Takasima!" (Applause.) I listened with great interest just now to what Mr. Ramsay said about the great future that lies before Tonkin coal. Now they say Takasima is the coal for the East, though as you see in 1881 it was extremely difficult to get them to take to it. At the present day, in 1893, Tonkin coal is trying to come to the front, and they say "We won't have it! Take it away, and give us Takasima dust." I believe there is a future for Tonkin coal, but I have not seen much of it; I should like to see it consumed on fire-bars. I do not know whether any gentleman here would answer a question I should like to ask. As I understand from the remarks made by Captain Anderson, this Tonkin coal is anthracite. From our experience as working engineers we know that bituminous coal, with its abundant carbonic acid, requires a greater supply of air—that is, air must be admitted through the fire-bars into the combustion chamber, and the more highly bituminous your coal is, the more air must be admitted, to prevent "flaming." On the other hand, Tonkin coal, as far as I understand, is not bituminous but anthracitic. If there is no smoke there cannot be any carbonic acid. Mr. Wilson has given us his experiences in one vessel—in the *Taitsang* he burnt this coal *most successfully* by admitting air into the combustion chamber. As every item of practical information is useful to us all, I should like Mr. Wilson to give us some more practical explanation—to tell us if any alteration is made in the air spaces in the fire bars besides admitting air into the combustion chamber to ignite the gases. Before sitting down, Mr. Chairman, I would mention that I have studied this matter, and while sitting here, from the remarks made by several gentlemen it strikes me that what Tonkin coal wants is more grate surface—that is, larger furnaces—and less tubes. If you have bituminous coal you need more tubes, but when you burn anthracite the heat is local and the tubes are not so good. In a boiler constructed for bituminous coal, when burning anthracite the large tube surface is useless. So in ships running to this Colony, when the boilers have to be renewed, your builders will simply say "We will increase the grate area and decrease the tube area." Then you will have Tonkin coal brought into general use much more easily than it was with Takasima in 1881. (Applause.)

Mr. Wilson explained, in response to Mr. Robertson's question, that no alteration in the firebars was made on the *Taitsang*; all that was wanted could be done by fixing a perforated plate behind the bridge, and allowing the air to come into the combustion chamber by a number of holes instead of in volume. The *Ewo* and the *Wosang* reported that they could get nothing but the "short blue flames;" that was the way with the *Taitsang* also, at first. After the alteration, a chemist from the Sugar Works came and saw the arrangement, and declared there was complete combustion—proving the idea to correct.

The Chairman suggested that such an important subject might well be adjourned for further discussion. The coal-testing appliances were of very great value.

At the request of Mr. Stuart Warrison, Capt. Anderson briefly explained the use of the Thomson calorimeter.

Mr. Main supported the proposal to continue the discussion at a future meeting, and also moved a hearty vote of thanks to Captain Anderson.

Both motions were carried by acclamation, and Capt. Anderson briefly responded.

A vote of thanks to the chairman, on the motion of Mr. Ramsay, concluded the proceedings.

THE "WHAMPOA" ASHORE.

Newspapers received from Shanghai this morning give late details regarding the grounding on the South-East Promontory of the China Navigation Co.'s steamer *Whampoa*, Capt. Hutchison, as announced in our issue of the 12th inst.

The *Whampoa* left Shanghai for Newchwang on Saturday, the 6th inst., with a most valuable cargo—including four thousand packages of piece-goods, which were insured for about taels 400,000—and is presumed to have got aground during foggy weather in Shihtao Bay, to the E.N.E. of the S.E. Promontory, near where the *Shunlee* and *Fuyew* were lost.

On the 12th inst. Messrs Butterfield & Swire at Shanghai received a telegram from Chefoo to the effect that the *Whampoa* was badly ashore in Shihtao Bay, with southerly exposure. There were 10 feet of water in the forehold and a rock is supposed to be through the bottom with reefs all round her. All abaft of the forehold was free of water. The position of the steamer is described as being similar to that of the *Hangchow* off Amoy in 1887. As the *Whampoa* has a strong bulkhead just forward of the foremast, it is hoped that if this holds, she will be got off. Another telegram states that the weather had been so rough that up to the morning of the 12th no cargo could be got out of the stranded vessel.

Assistance was at once sent from Chefoo and Shanghai, with pumping gear and other wrecking appliances under the direction of Capt. Charlton, the China Navigation Co.'s Marine superintendent.

The *Whampoa* is a steamer of 1117 tons register and has been running since 1882.

THE NEW IMURIS MINES, LD.

On the afternoon of the 10th May a meeting of shareholders in the New Imuris Mines, Ld., was held at the office of the Agents, Messrs. Buchheister & Co., 1, Ningpo Road, Shanghai. The meeting was called in order to elicit the views of the Shanghai shareholders, about the telegram to be forwarded to London in time for the adjourned meeting on the 15th inst. Mr. J. J. Buchheister presided, and there were shareholders present representing 16,500 shares.

The Chairman remarked that he did not think there was very much for him to say. On the 24th of March the people in London wrote to him stating that an extraordinary general meeting was held on the 20th idem, and enclosing reports of the proceedings. These reports had been published here and everybody had no doubt read them. "With regard to the outlook," continued the letter, "the feeling here is that there is no alternative but to wind up in face of Mr. Hammond's report, but it was also felt that the shareholders living in China should have an opportunity of expressing an opinion if they thought fit. An adjournment has been arranged so as to allow time after the receipt of this letter for the Shanghai shareholders to be consulted, and I shall be glad if you will let us know by cable what view they take." On the 30th March they wrote, "I note your remark as to the feeling of the shareholders," which was in reference to a letter he (the Chairman) had sent, stating that the shareholders were talking of calling an indignation meeting to consider what steps could be taken to make the Directors and Managers liable for all the money spent on the mines without any result. On the 22nd February he wrote, "The expressions of indignation amongst shareholders about the state of affairs are very severe, and in case of a further call I doubt very much that any one will pay it." To this they answered, "I note your remarks as to the feelings of the shareholders, and can quite understand their disappointment at the unsuccessful result of the company's operations, and that disappointment is fully shared by the Directors, who are themselves considerable losers by the failure of the enterprise, which has been due to circumstances which it was impossible to foresee, and which were altogether beyond the control of the Board." The last letter received by the mail last week says: "Your remarks as to the feelings of shareholders are noted. Nobody could be more disappointed than the Directors at the failure of the enterprise to which they have devoted much time and attention and by the non-success of which they are considerable losers." That was all he (the Chairman) had to say, except to invite the shareholders to indicate the nature of the telegram they wished him to send in time for the meeting on the 15th inst.

Mr. Dunn—Supposing we were to wind up, would that exonerate the Directors from all further claims against them?—because they are legally liable, I believe.

Mr. Talbot said that the Shanghai shareholders must have more information before they proceeded to discuss winding up. He wished to know the date of the last account. In the report of the Directors dated 24th January, 1891, they recommended that the accounts should be made up to 31st December each year, and the meetings held annually as soon thereafter as possible. He should like to know where the accounts were.

The Chairman—I have never seen any accounts.

Mr. Talbot said it was perfectly well known in Shanghai that the shareholders joined the new company on the strength of representations made by the Directors. He found in the report of the Directors to be submitted to the shareholders at the meeting of April 11th, 1892, the following paragraphs:—"The quantity of ore in sight in the San Imuris alone is estimated at 60,000 tons of good milling ore, assaying from $25 to $30 per ton, which would leave the Company on the very lowest computation $10 per ton clear profit, or estimating that we treat 100 tons per day, this should leave a net income of £60,000 per annum. The estimate of profit is on the basis of what is actually in sight and awaiting treatment, but there is every reason to believe that the vein which has already been proved to a depth of 550 feet will hold down and remain equally rich. This is apart altogether from what may be taken out of the other mines, the assays of which run considerably higher. The Chairman has just returned from the mines and has as great confidence as ever in the value of the property of the company, and that it will prove a highly remunerative undertaking whenever work is fully organised; but in order to erect the necessary smelting furnaces for this purpose, pay off the debts and get the Company into proper working order, a further sum of £50,000 is proposed to be raised." At the meeting following the Chairman said: "Of the railway I cannot speak too highly except as to its cost; and as regards the mines, once more I was assured by Mr. Whyte, our own appointed mining captain, who took charge of the mines to satisfy us, several months before they were taken over, that we had 50,000 tons of ore available in San Imuris alone; and the lode at 550 feet depth was proved equally good to any of the upper levels; that the San José mine continued to promise as well as ever, in addition to which we had many other prospects in the New Zone, and previous discoveries all most encouraging. In a consultation with him he estimated the mining cost, including timbering, at $4 Mexican per ton; and adding $1 for railway expenses, $3 for milling, and making all due allowances, there seemed to be no doubt in the mind of any of those connected with the mines that we should at least net £2 per ton on our ore, and possibly considerably more." That was at the meeting of 11th of April, 1892, and ten months later Mr. Hammond summed up his report as follows:—"First, there is no mineral at present exposed upon the Company's property that can be worked with profit, and, second, that the indications are most unfavourable for the discovery of valuable ore bodies by further explorations." Mr. Talbot said that that paragraph did away with all the Directors had before stated. Then he saw that the shareholders here had their suspicions and on 26th May, 1892, Mr. Major telegraphed to London: "Shareholders demand postpone three months reconstruction scheme, owing conflicting information value mine; meeting called Saturday consider reply." And the reply dated, London, 27th May, was: "Referring to Major we are advised cannot do as desired; you must adhere to Liquidators circular." In face of these statements he thought they would like to hear any explanations that might be forthcoming, and he moved that the meeting be adjourned until the Directors had time to consider.

Mr. Jaques—I beg to second that.

The Chairman—Would you mention a date?

Mr. S. Morris said he did not think they could do anything until they had had a proper statement put before them. All Mr. Whittall's statements had been so contradictory that he (Mr. Morris) had lost entire confidence, and he wanted an outside independent report of the expenditure.

The Chairman, in reply to Mr. Dunn, said that 62,000 shares were held in Shanghai, 10,000 being in the names of Chinese, and over 16,000 shares were represented in the room at the meeting.

Mr. Morris said that when the Company was reconstructed the Directors stated that some 60,000 tons of ore were held as an asset, and he wanted to know what had become of that.

Mr. Talbot—I represent a great many shares, and if it had not been for that statement I should not have taken a share in the Company.

Mr. Morris—I certainly would not have put any money into the Company if it had not been for that statement, and I hold that if not legally, then these people are morally responsible.

Mr. Lücke—It is well known that it is the intention of the shareholders to bring either civil or criminal proceedings against the Directors, and I think it would be advisable to mention that to the Directors.

Mr. Morris—I would say we are going to make enquiries; we are not satisfied.

Mr. Talbot—I do not think this meeting has any justification for saying we are going to commence proceedings. We can ask the Directors for information.

Mr. Dunn—As for threatening proceedings, we cannot do that.

Mr. Morris—We are going to make enquiries. We are not satisfied and have no confidence.

Mr. Talbot—We want information. There is no intention on my part to take proceedings. We should say we have not sufficient information on which to give an opinion.

Mr. Morris—I wish it to be impressed on them in London that I and many of my friends have entirely lost confidence in the Directors, and we want to know how the money was disposed of. We have never been treated with the courtesy we deserve. On the 30th March last there was a telegram sent out and it was not published by the Agents until the 10th April—one day before the meeting in London. Could you give me any sound reason for the suppression of that telegram?

The Chairman—That was not done by me.

Mr. Morris—I demand a copy of the Register, in order to know who sold shares in that time. I want to know who sold their shares out during that time.

Mr. Talbot—I do not think that is before the meeting.

Mr. Morris—I want to know, and I have got a reason for asking.

Mr. Talbot—You can obtain that information privately; I certainly think it is not before this meeting.

Mr. Morris—I want to know on what grounds that telegram was withheld and who sold their shares during that time.

Mr. Jaques said that the meeting had to decide whether the Company should liquidate or not.

After some discussion as to the wording of the telegram to be sent,

Mr. Morris repeated his question as to who were the persons who sold shares. Why was the telegram kept back, and why should the then agents and their friends have certain information, which the other shareholders had not?

The Chairman said he could not answer the questions.

Mr. Dunn remarked that it was useless for the Shanghai shareholders to be asked to give an opinion when they had no information on which to found it. It seemed as if the Directors were trying to get the shareholders to say something and then to say: "You have given your consent and now you cannot grumble." He proposed the following resolution:—

"That this meeting is of opinion there is nothing before it to justify an expression of its views; and it declines to proceed further until audited accounts and explanations of the conflicting representations are made."

Mr. S. Morris seconded.

This resolution on being put was carried unanimously, and it was further agreed that a telegram something similar to the following should be sent:

"Shareholders demand audited accounts and explanations of conflicting representations. Decline in meantime to express opinion. Full particulars follow by mail."

The proceedings then terminated.—*N. C. Daily News.*

FRANCE AND SIAM.

Bangkok, 5th May, 1893.

The political situation shows no signs of improving. The Siamese continue their preparations, despatching troops to the East, and fortifying the river as rapidly as possible. The shrub-covered forts have been renovated, and the trees cut down in the immediate neighbourhood in order to leave no obstacle in the line of fire.

Europeans are now prevented from entering the Palace walls, or the barracks, without a special permit. The Foreign Office is to be removed in order to afford additional barrack accommodation.

The troops said to be destined for Bassac, and under the command of Sri Narong, are pushing on to Battambong. Additional troops are every day being drilled, and the peasantry are beginning to complain of the conscription. There is a feeling that Siam intends to offer only a passive resistance, and will retire under protest from the Mekong frontier.

The Portuguese gunboat *Bengo*, from Macao, arrived yesterday for the protection of Portuguese interests in the city. It is expected that she will make a lengthened stay. An American gunboat is expected in a short time from Hongkong for the same purpose. These measures have been considered necessary in view of the probable rising of the disorderly element in Bangkok. There are now three foreign gunboats in the river—English, French and Portuguese.

Meanwhile business is suffering from the prevailing uncertainty, and general dissatisfaction is expressed at the turn affairs have taken. British houses are, of course, the principal sufferers by the present stagnation.—*Siam Free Press.*

LATEST FROM NORTH CHINA.

Shanghai, 12th May, 1893.

We are informed that the Customs duties at Vladivostock have recently been raised very considerably, the duty on a box of soap worth $2 being now the equivalent of about Tls. 6. It appears that there was a large stock of this luxury at the Russian port, and it is now being shipped back to Chinese and Japanese ports.

A Peking telegram announces the intention of the Emperor to spend the coming hot months at Yuan, and that already the post-houses and courier stations that had fallen into ruin during the last reign and the latter part of this, have been rebuilt and occupied by a large staff for the transmission of memorials and despatches from Peking to the Summer Palace.

A Kirin telegram states that the preliminary work of levelling the projected line of railway from Shanhaikuan to Kirin was completed on the 6th instant. As the rails are already being laid at Shanhaikuan and work is progressing rapidly, we should not be surprised to hear that by the summer of next year it will be possible to travel from Tientsin to Kirin as easily as in Europe.

A Nahking correspondent writes that the coffins of Li Hsien-mow, and his wife and concubine, which have been lying in the Kiang Prefect's gaol ever since the suicide, were removed on the 8th inst. to a vacant plot near the parade ground of the Viceroy's body-guard. A bamboo hut has been made to hold the three coffins, and an official named Shên, with a body of soldiers, has been ordered to guard them and not to allow, on pain of punishment, any one to approach them.

The native icemen in Shanghai have almost decided to combine this year and charge fifty cents a picul for their ice. Seeing that last year they only charged forty cents, and that the supply this year is much more abundant, the imposition of ten cents per picul should be strenuously opposed by those who prefer to use Chinese collected ice to that supplied by the Ice Company. There are upwards of fifty ice houses with a supply of ice that should be sufficiently remunerative if sold at twenty-five cents a picul.

Our Chungking correspondent commends the friendliness of the Szechuan people; but in a private letter another resident of Chungking complains that he cannot use his pony, because he cannot ride without having a mud-throwing rabble at his heels. He says that he was building a country house on a desolate mountain, where one could ride for miles on paths through pine forests, and interfere with no one; but the Taotai, though he has had the advantage of eleven years' residence in Europe, has imprisoned the man who leased the ground, and prohibited any Chinese working there for a foreigner.

A Peking telegram received on the 8th inst. states that the Tsungli Yamên had received telegraphic despatches from Wang Wên-shao, Governor-General of the Yünkuei provinces, to the effect that he had received an urgent memorial from the sub-prefect of T'ungyü, on the borders of Yünnan and Burma, complaining of the encroachments of a party of British soldiers who had arrived at a place called Situng, within that officer's jurisdiction; "that they had set up telegraph poles there, and in all probability locked like settling down at Situng for good."

Yang Ju, the new Chinese Envoy to the United States, Spain and Peru, left this for Nanking on the 10th inst. by the *Tatung* to receive his instructions from Liu K'un-yi, the Viceroy of the Liang Kiang. On his return from Nanking his Excellency will stop for a few days at Wuhu to settle the financial matters of his former post with his successor, Yuan Taotai, and will be accompanied by his family when he comes to Shanghai. After a round of calls on the various Consuls at this port, Yang will proceed at once by one of the Japanese boats to Yokohama to catch the mail steamer for San Francisco.

From an interview yesterday with a gentleman who has for some time been connected with the North China Railways, it appears that the extension of that road through Shanhaikuan towards Manchuria will only be done as far as Kinchow; from that city branch lines will be made within one mile of Moukden, which will be made the junction whence one line to Newchwang and another to Kirin will be made. We might infer from this that the latter road cannot possibly be finished for two or three years yet to come, and that the recent telegram about this line should be stated as having come from Kinchow and not from Kirin.

Li, Taotai of Chungking, who at one time was Secretary of Legation at Washington when Chang Ts'ao-yê was Minister, seems to have brought back with him some useful western ideas when he returned home about three years ago. Upon being appointed Taotai of Chungking last year, he at once set to work building various kinds of schools, amongst which is an English school for the study of Western Arts and Sciences—the first in the history of Szechuan. Now we hear of another innovation on Western principles, the establishment of a free library. There are none but standard works of reference and approved classical books in the new library, and the poor students of Chungking and surrounding towns are loud in their praises of the new Taotai.

We are informed that Nieh, Taotai of Shanghai, handed over to the French Consul-General on Monday the 8th inst. a cheque for Tls. 29,090 odd, with the intimation that this was the amount demanded by the Messageries Maritimes Co.'s steamer for damages sustained by that Company's steamer *Sydney* in the collision with the Chinese corvette *Kaichi* on the 14th of February last. His Excellency, however, intimated that as this amount has been paid by Commodore Hall, the officer in command of the *Kaichi*, the matter should be brought to the notice of the Directors at Marseilles who might, under the circumstances, make certain allowances, and return a portion of this money to Commodore Hall, who had been at great inconvenience in raising such a large sum.

A Shansi letter from the famine districts states that, roughly speaking, nearly half a million men, women and children will be starved to death shortly if the reliefs in grain, already subscribed for, are not forthcoming soon. *Apropos* of the famine, a Peking correspondent tells the following anecdote of the Emperor:—The other day the President of the Board of Revenue informed his Majesty that the cost for transport of each picul of rice from Peking to Kuelhuach'êng, short as the distance was, was two taels, so that the 20,000 piculs his Majesty desired to be sent on at once would alone cost Tls. 40,000. His Majesty exclaimed in a loud voice: "Oh! what a pity it is we have no railways there. Not only would the transport cost almost nothing, but we might avoid having famines altogether."

A Peking correspondent writes that the Manchu graduates of the Peking Naval School, thirty-seven in number, who were to have started in April for a further course of study and practice in the Tientsin Naval Academy, are still in the capital waiting for the completion of the new buildings that are being put up for their accommodation at Tientsin. Owing to their old quarters in the Pekin school being already occupied by a number of new boys, the graduates have been put into an empty barrack of the Peking Field Force—for want of better quarters—where they seem to enjoy "roughing it" and their extra vacation. By the addition of this class to the Tientsin Naval Academy the total number of cadets in that institution will be raised to nearly a hundred and fifty. *Apropos* of the Tung-wên College scholars, twenty-five of the successful candidates at the examinations last winter have been recommended to the Throne as worthy of advancement in rank.

It will no doubt be remembered that the Indo-China S. N. Co. and the China Navigation Co. protested strongly last year against the attempt made by Li Hung-chang to give a monopoly of the carriage of rice to Tientsin to the China Merchants' S. N. Co., by refusing to shippers by the other companies the *kuchaos*, or permits for the duty-free export of grain, formerly granted to all steamers alike. The remonstrances of Mr. O'Conor (the British Minister) to the Tsungli Yamên have ended in its being ordered that no *kuchaos* are in future to be granted at all, which is causing much dissatisfaction to the shippers and to local officials, to whom the privilege of granting these passes was of obvious value. It is stated, however, by Chinese here interested in the matter that the Chinese authorities have no intention, for this year at least, of abolishing the free pass or *kuchao* system for the transport of rice to the Northern ports in Chinese bottoms; nor is it likely that this will be so, while there are so many famines in different parts of the Empire.—*N. C Daily News.*

SIAM NEWS.

Bangkok, May 5th.

Mr. Wefer, of the Telegraph Department, was robbed on Tuesday night last of various valuables. A box containing the title deeds of house property formed part of the plunder.

Messrs. Lyle and Carlisle, who have been appointed Student Interpreters to the British Consulate, arrived by the *Kongsee* on Wednesday morning and assumed their duties in that capacity.

There is a rumour here, said to be well founded, that several British gunboats are on their way to Bangkok; and that several vessels of the China Squadron will be here about the 15th proximo.

There is much grumbling among seafaring men owing to the unsafe position of a sunken lorcha lying at the mouth of the river without any indication of its position. It would be well if the owners or harbour authorities gave some indication of its presence by buoy or light.

We are informed from a Siamese source that a distinguished native Minister is tampering with the saffron-robed Sons of Buddha, and working them to the patriotic pitch of renouncing the monastic calm for the stirring deeds of war. More than twenty of the *telapoins* of Wat Poh are said to be willing to become *défroqué* at the trumpet-call.—*Free Press.*

TIENTSIN.

(FROM OUR CORRESPONDENT).

Tientsin, 4th May, 1893.

Mr. N. R. O'Conor, the British Minister, with Mrs. O'Conor and suite, arrived here this morning *en route* for Korea, to which they will proceed in the cruiser *Leander* as far as Chemulpo. They are at present staying at the British Consulate. Mr. O'Conor has already had an interview with the Viceroy, who is in excellent health and spirits, and laughed heartily at the absurd ravings of a "rising" in the Korean capital. He would have been the first to know of any danger in that quarter, Yuan, the Chinese Minister-Resident at Seoul, being one of the Chungtang's favourite proteges.

I hear from my Chinese friends that there has been a regular typhoon at the late conclaves of the chiefs of the China Railway Company and the Imperial Chinese Railways, who are all at sixes and sevens. Taotai Yang Hang Deen has been called upon to retire, and Chang Yen Mo and Wu Nan Kao, Directors of the Chinese Engineering and Mining Company, have been appointed to fill respectively the posts vacated by Taotai Yang and Mr. Pethick. The railway wants some 70,000 sleepers, but it strikes the outside observer of affairs that necessary requirements are only provided for at the last moment, whereas if such orders were given in good time before they were actually required, work would be enormously facilitated and the prices of material considerably reduced.

The Chinese Engineering and Mining Company, I hear, intend to remove their offices to the same compound as the China Railway Company and the Imperial Chinese Railways.

Sheng Taotai is still very ill, and report has it that he is in a very bad way.

We had our first thunderstorm early this morning.—*Shanghai Mercury.*

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and I cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—(*Advt.*)

To-day's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Goddard, will be despatched for the above Ports on FRIDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th May, 1893. [576

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "GLAMORGANSHIRE," FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 16th May, 1893. [555

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS," Hongkong. (A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & GENERAL MERCHANTS.

No. 17, PRAYA CENTRAL,

Under Messrs. Douglas Lapraik & Co.'s Offices.

MESSRS. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash advances on Goods for Auction.

Cargoes received for Storage; Insurances effected.

FOR SALE
by private treaty;
THREE FIRE ENGINES and a large quantity of Valuable Machinery.

Hongkong, 28th April, 1893. [170

PUBLIC AUCTION
OF
MISCELLANEOUS GOODS,
AT THE
AUCTION MART, 17, PRAYA CENTRAL,
ON
THURSDAY next, the 18th May, 1893,
AT 2.30 P.M. SHARP.

Comprising:—

Invoices of SILVER & GOLD WATCHES, LADIES' WRIST WATCHES, WATCH CHAINS, CHAIN-PURSES, PEN KNIVES, OPERA GLASSES, 6 COPYING PRESSES.

A LARGE QUANTITY OF
NEW STATIONERY, 20 NEW WINCHESTER RIFLES with AMMUNITION, 40 Cases Superior FRENCH BRANDY, 45 Cases of Fine Old Scotch Blended WHISKY, 28 Cases CHATEAU LAROSE (pints), LAGER and JAPAN BEER, SUIT LENGTHS of SUMMER TWEEDS and FLANNELS, INDIAN MUSLINS, HOSIERY, BLANKETS, UMBRELLAS, TWO Powerful TELESCOPES,
&c., &c., &c.

On view on Thursday A.M.

See Expresses.

A. E. SKEELS & Co.,
Auctioneers & Valuators.

Auction Mart, 17, Praya Central,
Hongkong, 16th May, 1893. [577

PUBLIC AUCTION
OF
USEFUL HOUSEHOLD FURNITURE,
(the Property of a well-known Resident giving up Housekeeping),
AT THE
SALE MART, 17, PRAYA CENTRAL,
ON
SATURDAY next, the 20th May, 1893,
AT 2.30 P.M. SHARP.

Comprising:—

DRAWING-ROOM, DINING-ROOM and BED-ROOM SUITES, EASY CHAIRS, Handsome SIDEBOARD and OVERMANTEL, EXTENSION DINING TABLE (Solid Teak, Hall & Holis make), BLACK and GOLD CABINET, DINNER WAGGON, DINNER SERVICE, BRASS and IRON BEDSTEADS, MARBLE-TOP WASHSTANDS, CARPETS, PICTURES, ORNAMENTS, CURTAINS, ELECTRO-PLATED and GLASS WARE.

ONE Splendid Large COOKING STOVE, ICE CHEST, WASHING MACHINE, MEAT SAFE, JINRICKSHA, HILL CHAIR, BICYCLE, &c., &c.

ONE DOUBLE BARRELLED FOWLING-PIECE.

Also for Sundry Accounts.

A LARGE QUANTITY OF
NEW and SECOND-HAND FURNITURE and EFFECTS.

See Catalogues and Expresses.

On view on Friday and Saturday.

A. E. SKEELS & Co.,
Auctioneers & Valuators.

Auction Mart, 17, Praya Central,
Hongkong, 16th May, 1893. [578

VICTORIA PRECEPTORY.

A REGULAR MEETING of the Victoria Preceptory will be held on TUESDAY, the 23rd instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 16th May, 1893. [573

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 16th inst., at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited.

Hongkong, 16th May, 1893. [548

To-day's Advertisements.

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, &c.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
THURSDAY, the 18th May, 1893,
commencing at 2.30 P.M.,
at his SALE ROOMS, Duddell Street,
A QUANTITY OF
HOUSEHOLD FURNITURE,
&c., &c., &c.,
The Property of
Major SELFE, R.A., and other Gentlemen.
Comprising:—
CRETONNE COVERED DRAWING-ROOM SUITE, SILK PLUSH COVERED Ditto, MARBLE-TOP CENTRE TABLES, TEA and FANCY TABLES Large WRITING TABLE, CHEFFONIER, BRASS FENDER, CARPETS, RUGS, PICTURES, ORNAMENTS, OVERMANTELS, &c., &c.
DINING TABLE and CHAIRS, SIDE-BOARD & DINNER WAGGONS, ELECTRO-PLATED, GLASS and CROCKERY-WARE, &c., &c.
DOUBLE IRON BEDSTEADS with SPRING and HAIR MATTRESSES, &c., &c.
SINGLE and DOUBLE WARDROBES with PLATE GLASS DOORS, MARBLE-TOP WASHSTAND & SETS, LADY'S DRESSING TABLE and SUNDRY BED-ROOM FURNITURE.
HALL FURNITURE, TOILET REQUISITES,
&c., &c., &c.
ALSO,
A COTTAGE PIANO, by Rosenkranz, in good condition.
The above will be on view on Wednesday, the 17th Instant.
TERMS OF SALE:—As customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 15th May, 1893. [575

PUBLIC AUCTION
OF
DRAPERY AND OUTFITTING GOODS.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 20th May, 1893,
commencing at 2.30 P.M.,
at his SALE ROOMS, DUDDELL STREET.
A QUANTITY OF
LADIES DRAPERY SUITABLE FOR THE SEASON.
Comprising:—
FOULARDS, EMBROIDERED and PLAIN COSTUMES, MUSLINS, PRINTS, DRESS MATERIALS, HOSIERY, HANDKERCHIEFS,
&c., &c., &c.
ALSO,
GENTLEMEN'S DRAPERY AND OUTFITTINGS.
Comprising:—
SERGE and DIAGONAL SPRING COATINGS, SUIT LENGTHS in SPRING MATERIALS, FLANNELS, SOCKS, BOOTS and GENTLEMEN'S OUTFITTING GOODS,
&c., &c., &c.
The above will be on view on Friday, the 19th Instant.
TERMS OF SALE:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 13th May, 1893. [568

Intimations.

CAPTAIN CH. ROBINSON,
COAL CONTRACTOR,
COMPRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c.
WATER and BALLAST BOATS.
Manila, 15th March, 1893. [338

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
Sole Agents for PATEK, PHILIPPE & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.
70, QUEEN'S ROAD CENTRAL,
73] Opposite the Telegraph Office.

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 48, Queen's Road Central. [632

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [625

THEY LEAD THEM ALL,
THE CELEBRATED
CALIFORNIA WINES,
from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.
Guaranteed to be Pure and Unadulterated.
Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.
Prices forwarded on application to
MACONDRAY BROTHERS & LOCKARD,
Commission Merchants,
No. 30, Water Street,
Yokohama.
Yokohama, 12th August, 1892. [36

Intimations.

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks, and Shipping Offices.
The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.
The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are continually on duty.
R. TUCKER
Manager.
Hongkong, 12th February, 1892. [108

THOMAS' GRILL ROOMS,
(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Scale on application.
Monthly Board for One Person...$35.00
Tiffin$15.00
AMERICAN FROZEN OYSTERS always on hand and served in every Style.
Breakfast$0.50
Tiffin$0.75
Dinner$1.00
SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.
W. THOMAS,
Proprietor.
Hongkong, 3rd May, 1893. [528

KOCH'S PRIVATE BOARDING HOUSE,
No. 30, STANLEY STREET.

BOARD and LODGING, Per Day ...$ 1.50
BOARD (TIFFIN and DINNER) Per Month$35.00
Hongkong, 24th March, 1893. [370

PRIVATE BOARD AND RESIDENCE,
STAINFIELD'S—1, QUEEN'S ROAD EAST.

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.
MRS. STAINFIELD,
Proprietress.
Hongkong, 31st December, 1892. [49

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED or UNFURNISHED ROOMS, with Board and Table Accommodation.
Apply to
Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 28th February, 1893. [36

D R. K N O R R'S
LION BRAND
A N T I P Y R I N E.
(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds, is described as amazing.
To be had at every reputed Chemist and Druggist.
Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.
Beware of spurious imitations.
Hongkong, 1st April, 1893. [406

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.
Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—
FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.
MITSUI BUSSAN KAISHIA,
Sole Agents.
Hongkong, 5th September, 1892. [890

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex GODOWN and ex SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.
For full particulars as to price, &c.,
Apply to
KING WO CHEONG,
No. 52, Praya Central.
Hongkong, 3rd February, 1893. [187

Hotels.

TAKARADZUKA HOTEL.

ONE HOUR AND A HALF FROM KOBE, *via* NISHINOMIYA.
EXCELLENT CUISINE AND CELLAR.
LOVELY SCENERY AND COOL NIGHTS.

THE IRON MINERAL BATHS and WATERS are highly recommended by the Medical Faculty for Gout, Rheumatism, Chlorosis, Eczema and other affections.
For terms and particulars, apply to
MISS A. HUGHES,
419] Manageress.

HAUENSTEIN'S HOTEL,
AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO, and has First-class Accommodation for Visitors.
An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
Terms Moderate.
R. HELLWIG,
Proprietor.
Amoy, 1st September, 1892. [28

THE SHAMEEN HOTEL.
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.
The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD-ROOM.
JOHN C. FOSTER,
Manager.
Hongkong, 1st September, 1892. [27

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SUMMER RATES.

One person, per day	$ 4.00
One person, per week	25.00
One person, one month	$70 to 80.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per week	45.00
Married couple (occupying one room) per month	120.00

For full particulars apply to
VICTORIA HOTEL.
Hongkong, 11th April, 1893. [225

THE STAG HOTEL,
QUEEN'S ROAD CENTRAL.
THE HOTEL OF THE EAST FOR WEST-ENDERS.

BEST LIQUORS procurable in the Market, good ACCOMMODATION and CIVILITY. Come and see how we have transformed the old "STAG."
WILLIAM WATERS,
Proprietor.
Hongkong, 17th March, 1893. [352

THE WESTERN HOTEL,
QUEEN'S ROAD WEST.
OLD "BEN" PRESIDES.

A QUIET AND COMFORTABLE HOME FOR M'N OF THE MERCANTILE MARINE.
The very best LIQUORS and ACCOMMODATION.
They come as Strangers but leave as Friends.
BEN. FRANKLIN TAYLOR,
Proprietor.
Hongkong, 28th March, 1893. [389

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CADBE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.
The Superioress will also be most grateful for any WASTE, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1893. [499

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
TWIN SCREW STEAMERS, 10,000 HORSE POWER.
PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 6,000 Tons.....WEDNESDAY, 24th May.
EMPRESS OF CHINA 6,000 " WEDNESDAY, 14th June.
EMPRESS OF INDIA 6,000 " WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.
The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.
Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.
RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.
SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.
The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unexcelled.
The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.
For further information as to Passage and Freight, apply to
E. HOLLOWAY,
General Agent.
Hongkong, 12th April, 1893. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Yokohama and Honolulu)	Thursday, 8th June.
Oceanic (via Nagasaki, Kobe, Yokohama and Honolulu)	Tuesday, 27th June.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 18th July.

THE Steamship
"BELGIC"
will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 8th June, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 9th May, 1893. [2

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED,

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 19th June, 1888. [9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

City of Peking (via Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu)	Thursday, 18th May.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th May.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 17th June.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, *via* NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 18th May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 27th April, 1893. [1

SIEN TING,
SURGEON DENTIST,
No. 10, DAGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1892. [376

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1891. [84

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Mogul.....	Saturday	May 27th.
Victoria	Saturday	June 17th.
Tacoma	Tuesday	July 18th.
Mogul.....	Tuesday	August 8th.
Victoria	Tuesday	August 29th.

THE Steamship
"MOGUL,"
Captain ——, sailing at Noon, on SATURDAY, the 27th May, will proceed to VICTORIA, B.C., and TACOMA, *via* INLAND SEA, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.
Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th May, 1893. [4

To be Let.

TO LET.

OFFICES, 1ST & 2ND FLOORS of No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.
Nos. 11 & 12, COOMBE ROYAL—a large Furnished House at Magazine Gap.
No. 10, OLD BAILEY STREET.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.
NEW HOUSES in RIPON TERRACE—Bonham Road, near Breezy Point.
NEW HOUSES in Elgin Street, Peel Street, and Staunton Street.
No. 4, BLUE BUILDINGS.
FLOORS in Blue Buildings.
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
GROUND FLOOR No. 5, Shelley Street.
"THE WILDERNESS," Caine Road.
OFFICES in Praya Central above Messrs. Douglas Lapraik & Co.'s Offices.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 16th May, 1893. [316

TO LET.

FOUR ROOMS (Furnished or Unfurnished) above the KOWLOON CLUB, Kowloon, with Two BATH ROOMS. Separate entrance.
Apply to
DORABJEE NOWROJEE,
Victoria Hotel.
Hongkong, 18th April, 1893. [479

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.
ROOMS TO LET.

FROM and after 1st April, 1893, to monthly tenants only, ROOMS in the old portion of the HOTEL, facing Queen's Road and part of Pedder Street.
Terms for a ROOM and BOARD $70 to $75 per month. Application to be made to the MANAGER or to the Undersigned.
By Order,
R. LYALL,
Secretary.
Hongkong, 24th March, 1893. [373

Intimations.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [66

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS,
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,
No. 7, Praya Central,
HONGKONG.

SOLE AGENT FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS,
HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS,

MOTOR LAUNCHES PATENT DAIMLER,
DAIMLER INDUSTRIAL MOTORS.
TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.
Hongkong, 21st October, 1892. [90

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